



National Transportation Safety Board Aviation Accident Final Report

Location:	AUGUSTA, ME	Accident Number:	NYC92LA002
Date & Time:	10/06/1991, 2250 EDT	Registration:	N120FA
Aircraft:	FAIRCHILD SA-227AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	N/A
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

THE FIRST OFFICER LANDED LONG WITH A TAILWIND ON A WET RUNWAY. THE AIRPLANE WAS UNABLE TO STOP ON THE REMAINING RUNWAY, WENT OFF THE DEPARTURE END AND DOWN AN EMBANKMENT. THE FLIGHT CREW RECEIVED TWO WEATHER ADVISORIES PRIOR TO LANDING TELLING THEM OF THE WINDS. THE CAPTAIN AND FIRST OFFICER BOTH HAD LESS THAN 100 HOURS IN MODEL. THE COMPANY OPERATIONS MANUAL REQUIRED THE CAPTAIN TO MAKE ALL TAKEOFFS AND LANDINGS WHEN HE HAD LESS THAN 100 HOURS IN MODEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE COPILOT'S FAILURE TO ATTAIN A PROPER TOUCHDOWN POINT. FACTORS WERE THE CAPTAIN'S FAILURE TO FOLLOW COMPANY PROCEDURE AND BOTH PILOT'S LIMITED EXPERIENCE.

Factual Information

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD	Registration:	N120FA
Model/Series:	SA-227AC SA-227AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	AC-461-B
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	09/29/1991, Continuous Airworthiness	Certified Max Gross Wt.:	16000 lbs
Time Since Last Inspection:	59 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	2195 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-11U
Registered Owner:	TRANS AIR AMERICA INC	Rated Power:	1000 hp
Operator:	NORTHEAST EXPRESS	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:		Operator Designator Code:	VFSA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	AUG, 352 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2248 EDT	Direction from Accident Site:	50°
Lowest Cloud Condition:	Scattered / 600 ft agl	Visibility	4 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / 12° C
Precipitation and Obscuration:			
Departure Point:	BOSTON, MA (BOS)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	2214 EDT	Type of Airspace:	Class G

Airport Information

Airport:	AUGUSTA STATE (AUG)	Runway Surface Type:	Asphalt
Airport Elevation:	352 ft	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	ILS
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Robert L Hancock	Report Date:	03/31/1993
Additional Participating Persons:	WAYNE SMITH; PORTLAND, ME		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).